

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260	R. D. Thomas
"HANKOW,"	3,073	C. V. Lloyd
"KINSHAN,"	1,993	J. J. Lossius

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke
Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine
"NANNING,"	599	C. Buchart

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Moshing, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
Canton to Tak Hing, Single \$12.50. Return \$21.00.
Canton to Samshui, Single \$7.50.

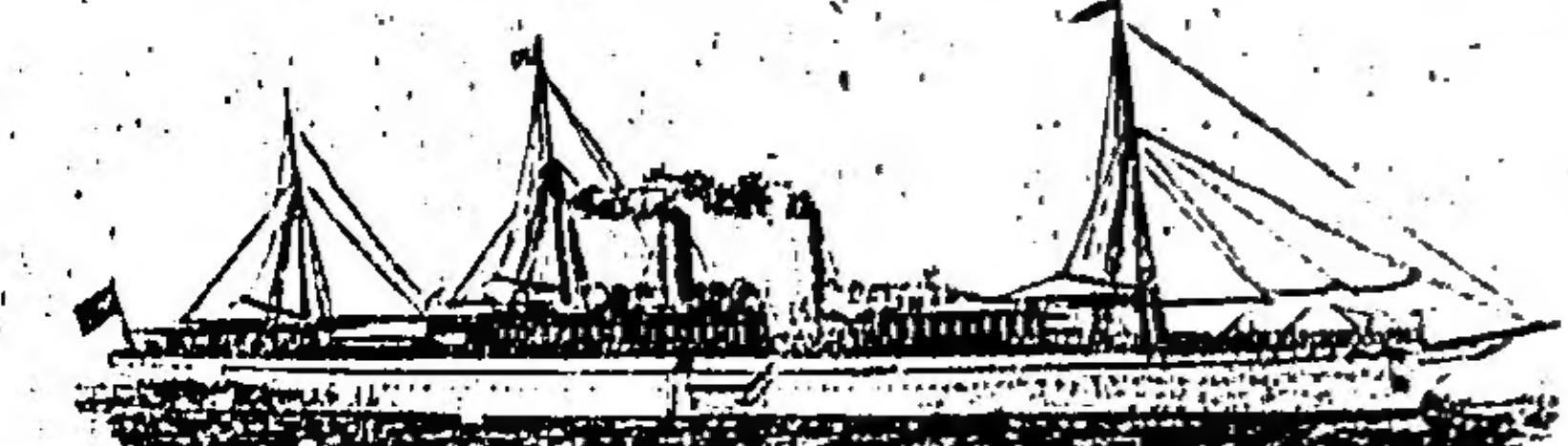
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPERESS OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 12th Oct.
"ATHENIAN,"	4,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 19th Nov.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
"EMPERESS OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 13th Dec.
Hongkong to London, 1st Class			via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail			£40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

OBSTABILITÄTSCHREIB-DIENST.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	DESTINATION.	SAILING DATES.	Freight and Passengers.
SILESIA*	HAVRE and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	8th October.	Freight and Passengers.
SUEVIA	HAVRE, ANTWERP and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	10th October.	Freight.
Knausel	HAMBURG.	18th October.	Freight and Passengers.
SLAVONIA*	HAVRE, BREMEN and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	18th October.	Freight and Passengers.
Röder	HAMBURG.	1st Nov.	Freight.
SEGOVIA	HAMBURG.	1st Nov.	Freight.
Schönfeld	HAMBURG.	1st Nov.	Freight.
SENEGAMBIA	HAMBURG.	15th Nov.	Freight.
C. FERD. LAEISZ	HAMBURG.	About	Freight.
v. Hoff	HAMBURG.	29th Nov.	Freight.
VANDALIA	NEW YORK VIA SUEZ, Haase	About	Freight.
	with liberty to call at the Malabar coast.	5th October.	Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity. Only qualified Doctors are carried.			

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Road.

Hongkong, 22nd September, 1905.

D. NOMA, TATTOOER,
6, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless; and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.

SAILING DATES.

ROON..... WEDNESDAY, 27th September.

BAUERN..... WEDNESDAY, 11th October.

ZIETEN..... WEDNESDAY, 21st October.

PRINZESS ALICE..... WEDNESDAY, 8th November.

SACHSEN..... WEDNESDAY, 22nd November.

PRINZ REGENT LUITPOLD..... WEDNESDAY, 6th December.

PRINZ HEINRICH..... WEDNESDAY, 12th December.

PRINZ EITEL FRIEDRICH..... WEDNESDAY, 3rd January, 1906.

GNEISENAU..... WEDNESDAY, 17th January.

ROON..... WEDNESDAY, 31st January.

ZIETEN..... WEDNESDAY, 14th February.

PRINZESS ALICE..... WEDNESDAY, 21st February.

SEYDLITZ..... WEDNESDAY, 14th March.

SEYDLITZ..... WEDNESDAY, 28th March.

Port of Call:—GIBRALTAR and SOUTHAMPTON.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Port of Call:—GIBRALTAR and SOUTHAMPTON.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Port of Call:—GIBRALTAR and SOUTHAMPTON.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Port of Call:—GIBRALTAR and SOUTHAMPTON.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Port of Call:—GIBRALTAR and SOUTHAMPTON.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50</

Intimation.

WM. POWELL,
LIMITED.

ALEXANDRA
BUILDINGS
Des Voeux Road.

FURNISHING
DEPARTMENT

We stock everything
necessary to a
WELL-FURNISHED
RESIDENCE.

A Large Variety of
BEDSTEADS

and

BEDDING**SHEETING.**

COUNTER-
PANES

and

BLANKETS.

LACE,
MUSLIN
and
TAPESTRY
CURTAINS.

NEW CARPETS
and
RUGS.

BED ROOM,
DINING ROOM
and
DRAWING
ROOM
SUITES
made to order.

Illustrated Catalogues
for all kinds of

FURNITURE.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONG KONG.

Hongkong, 23rd September, 1905.

Notice of Firm.

NOTICE.

THE Authority given to Mr. WILHELM DOMINICH in CANTON to sign our firm for procreation, has this day been withdrawn.

REUTER, BRÖCKELMANN & Co.

Hongkong, 23rd September, 1905. [954]

NOTIFICATION.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

NIEMSEN & Co.

Hongkong, 28th May, 1905. [952]

Hotels.

OCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 16th May, 1905. [957]

THE ORIENTAL HOTEL,

MACAO.

THE above Hotel situated on the PRAVA GRANDY, will be opened on SATURDAY, 2d September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for visitors, the Room being the largest and loftiest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPRINGS AND WINES of the best quality.

CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER,

Macao, 28th August, 1905. [956]

Intimations.

A SPECIAL SALE

WILL BE HELD AT THE

ITALIAN CONVENT

on behalf of the

POOR OF PHANS,

TO-MORROW,

(TUESDAY), the 26th, and 27th instant,

Commencing at 2 P.M.,

of

LADIES' AND CHILDREN'S UNDERCLOTHING,

DRESSES, AND OTHER EMBROIDERED

ARTICLES.

The Prices of every Article are marked in plain figures.

The Superiorress hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,

28, Cain Road.

Hongkong, 25th September, 1905. [914]

GO TO
WEISMANN'S
FOR YOUR
BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [96]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at **BAY VIEW HOUSE.**

MORNING TRAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

ON SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at **BAY VIEW HOUSE**, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS
"BAYVIEW, MACAO,"

Macao, 7th June, 1905. [961]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the **Hongkong Telegraph** and they are warned against paying more than Ten Cents (10c.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 23rd September, 1905. [962]

CLOTHING

FABRIC.

Messrs. Lamke & Rooge write as follows in their circular of 23rd Sept.—The freight market has not undergone any material change during the past fortnight. There is a little more inquiry for tonnage in the direction of Saigon/Philippines, but, in other directions our market has not improved. There is ample tonnage in the market, and prospects for the near future are anything but promising. Here, and particularly up North, several steamers are laid up, and more will have to follow shortly unless our market takes an unexpected turn to the better. There is again inquiry for tonnage to Vladivostok, but, as the Japanese will not allow any steamer to enter that port before peace has been ratified, it is not surprising that no tonnage can be found for this business.

Saigon/Philippines, quite unexpectedly more demand for tonnage has made itself felt during the last few days and consequently rates have stiffened a little. From 25 cents rates went up to 8 cents, and further tonnage could be placed at this. This is, however, only for end of this or early next month loading and only for small steamers of about 27,200 piculs.

Saigon/Japan, another Indo-China steamer was closed, rate not transpired; but it seems as if there is no further demand for tonnage in this direction. A steamer was also closed Saigon/Niigata, but rate was not disclosed.

Saigon/Java, this remains a dead letter.

Java/Hongkong, a steamer was closed to load 1, 2, 3, or 4 ports N. C. Java at 22 cents and further tonnage could be placed at about same rate.

Tonage is still wanted for Java/Japan at about 1/6 per ton. A steamer has been offered, at 12/6 without even raising a counter-offer.

There is no demand for tonnage in the direction Bangkok/Hongkong.

A little more cargo is in the market hence to Japan and liners are at present booking at 13 to 14 cents—rate, however, is not tempting enough for outsiders.

Coal Freight—A few steamers have been fixed at \$1.35 for Moji/Hongkong and further tonnage could be placed at this. To Singapore a large carrier might be placed at \$1.5, but no tonnage is to be had at this.

On time we have only to report the extension of s.s. *Aspernide's* charter for 3 months; the rate has not transpired.

Oil Freight—No change.

Small-tonnage loading or to load—None.

Disengaged—German bark *Ecuador*, 2,193 tons, British bark *Andromeda*, 1,762 tons, British ship *Combermere*, 1,800 tons, British ship *Delta*, 1,900 tons.

Departure—British bark *Lawhill*, September 21st, for Baltimore and New York.

THE PERFECT BLOUSE.

SPECIAL NEWS FOR LADY READERS.

The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman. "The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

"The blouse has come to stay. Other fashions come and go; but the blouse keeps on. Attractive, variable for all figures, suitable for home and party wear alike, it cannot be beaten. Dressmakers find no fault with the blouse fashion. Any complaint they make is against dressing itself.

"I had to give up the work," said one skillful needlewoman.

<div data

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT
MERCHANTS,

HAVE BEEN APPOINTED AGENTS
FOR MESSRS.

ROBERT PORTER
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,
AND

LIGHT ALES.

PRICES:
PER CASE

"BULLDOG"	8 doz. pts. \$15.	Per doz. pts. \$3.25
Bass' Ale	8 doz. pts. \$15.	Per doz. pts. \$3.25
"BULLDOG"	4 " qts. \$18.	" qts. \$4.50
Light Ale	8 " pts. \$24.	" pts. \$3.00
in Cham- pagne Botts.	8 " pts. \$24.	" pts. \$3.00
(especially brewed for this climate)	12 " splits \$27.	" splits \$2.40
"BULLDOG"	8 " pts. \$24.	" pts. \$3.00
Guinness'	8 " pts. \$24.	" pts. \$3.00
Stout....	8 " pts. \$24.	" pts. \$3.00
Do.....	12 " splits \$28.	" splits \$2.40

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 3rd September, 1905.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1,000 Hennessy Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional, the daily issue is delivered free when the address is accessible to the receiver. On copy sent by post an additional \$1.50 per quarter is charged for postage. The price is on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 17th September, at Singapore, the wife of KENNETH A. STEVENS, of a son.

MARRIAGES.

ON 9th September, at Tientsin, EDWARD FINGER, to ELSA BALDAMUS.

ON 16th inst., at Singapore by the Rev. B. F. West, M.D., A. J. AMERY, Pastor of the Church of Newton Abbott, Devon, to Miss R. M. ALLEN, of Manchester.

TESTS OF SOBRIETY.

During the hearing of a charge of drunkenness the other week the senior Magistrate at the Police Court remarked that in London one of the tests of sobriety was for the accused to be called upon to repeat, for a certain number of times, the words "mixed biscuits." If our memory serves us correctly the defendant in the case in question denied having partaken too freely of the cup that cheers, and desired to be informed as to how the police officials knew he was the worse for drink when arrested.

Evidence was clear on the point, and a conviction was recorded against the man. In another column will be found a list of cases of drunkenness dealt with at the Magistracy to-day, and these, while being satisfactorily proved, point to the fact that there may be occasions in Hongkong when tests of sobriety are necessary. Of course, as the "Pall Mall Gazette" pointed out a few weeks back, when a man is found, as one was a little time ago, in the Holloway Road, at two o'clock in the morning, kissing a pillar box and asking it to come home, it is almost a waste of time to apply any test, but, on the other hand, just because a person suspected of drunkenness begins to compose a poem in the surgery of the doctor who is called upon to certify to his condition, the Medical Officer is scarcely justified in giving this as one of the signs of inebriation.

The same journal cites cases to prove that the word-test of sobriety is dangerous to apply, and says that the most satisfactory are those in which the accused is called up to perform certain actions, such as standing on one leg and picking up a match-box, standing without swaying when the eyes are closed, walking across the room carrying a glass of water, hopping twelve feet on the right foot and the same distance on the left, and walking down a chalk line. These are real tests upon which some reliance can be placed, whereas in the word-tests even a Member of Parliament may fail. In Hongkong, it is not often that a person before the Court on the usual "Monday morning charge" denies his guilt, whatever allegations he may have made at the time of arrest. The police know pretty well what they are about when taking intemperate individuals into safe custody, and should there be any doubt on the matter the application of one of these tests should furnish satisfactory evidence as to sobriety.

With a rapidity which threatens to rival the notorious growth of mushrooms, railways are springing up all over Korea. The latest scheme comes from the Province of North Cholla where the arrangements for constructing a line between Kusan and Chanju are said to be proceeding satisfactorily. A joint-stock Company with a capital of Yen 300,000 is to be formed, and the work of construction will begin as soon as official permission has been granted. The embryo Company announces in advance that they expect to be able to pay a dividend at the rate of twenty per cent.—*Seoul Pres.*

The following telegraphic information, dated the 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijns-Boschen-landbouwexploita-
ti in Langkat, Ld.:—

Daily aggregate out-put of crude
petroleum 87,000
Crude Petroleum in tanks at date 100,000
Cases.

Kerosene made since the date of the

preceding half-monthly telegram. 80,000

Kerosene shipped since the date of the

preceding half-monthly tele-
gram. 100,000

Kerosene in stock at refinery at date 61,000

Hannons.

At 1 a.m. on Saturday a young gentleman, residing in Morrison Hill Road, rushed into No. 2 Police Station with a Chinese placard which he said he had just discovered nailed to his front door. In great excitement he told the officer on duty that he was sure it was a threat to murder his family and himself. The officer calmed him down, and notwithstanding the hour, sent for an interpreter who, after a while, appeared rubbing his sleep-laden eyes. "Translate this placard," said the officer. The interpreter took the threatening poster and interpreted it. It was an instruction to a coolie who was told to knock, loud and call out: "No. 4" when he called early in the morning.

THE construction of a railway through the Khyber Pass into Afghanistan is to be commenced immediately.—*Maintchi.*

MARQUIS Saionji's address on the peace terms

was so moderate that there is likely to be a split in the Siyukal, of which he is the President.

DR. G. D. Smith, of Kobe, M. D. of Edinburgh, who came out in December 1903 to act for Dr. Miller during the latter's holiday, died at Kobe on the 11th, aged 53.

Mr. Harriman and two members of his party

were received in audience by the Mikado on

the 12th, being introduced by the American Minister, Mr. Griscom.

HERN Schaefer, German army surgeon, who

was sent to the Far East to study the war from a surgical standpoint, reports that the Japanese

bullets are as harmless as needles.

THE other day, President Roosevelt spent 31

hours in the submarine "Frigate," resting on the

bottom of Long Island Sound at a depth of

400'. A storm which was raging above was not

so violent.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

MEMBERS of the Cricket Club are reminded

that the annual meeting of the Club takes place

to-morrow in the Cricket Pavilion at 5.30 p.m.

An excellent number of the "Far Eastern Review" is that for the month of September. On

the title page is a reproduction of a photograph

of the fine statue, by Raggi, of Sir Thomas

Jackson, erected in Hongkong.

AT Shanghai the other day, John Sullivan, in

the employ of Messrs. Heath & Co., and

should be accompanied by the Writer's Name and

Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

MEMBERS of the Cricket Club are reminded

that the annual meeting of the Club takes place

to-morrow in the Cricket Pavilion at 5.30 p.m.

An excellent number of the "Far Eastern Review" is that for the month of September. On

the title page is a reproduction of a photograph

of the fine statue, by Raggi, of Sir Thomas

Jackson, erected in Hongkong.

AT Shanghai the other day, John Sullivan, in

the employ of Messrs. Heath & Co., and

should be accompanied by the Writer's Name and

Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

MEMBERS of the Cricket Club are reminded

that the annual meeting of the Club takes place

to-morrow in the Cricket Pavilion at 5.30 p.m.

An excellent number of the "Far Eastern Review" is that for the month of September. On

the title page is a reproduction of a photograph

of the fine statue, by Raggi, of Sir Thomas

Jackson, erected in Hongkong.

AT Shanghai the other day, John Sullivan, in

the employ of Messrs. Heath & Co., and

should be accompanied by the Writer's Name and

Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

MEMBERS of the Cricket Club are reminded

that the annual meeting of the Club takes place

to-morrow in the Cricket Pavilion at 5.30 p.m.

An excellent number of the "Far Eastern Review" is that for the month of September. On

the title page is a reproduction of a photograph

of the fine statue, by Raggi, of Sir Thomas

Jackson, erected in Hongkong.

AT Shanghai the other day, John Sullivan, in

the employ of Messrs. Heath & Co., and

should be accompanied by the Writer's Name and

Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

MEMBERS of the Cricket Club are reminded

that the annual meeting of the Club takes place

to-morrow in the Cricket Pavilion at 5.30 p.m.

An excellent number of the "Far Eastern Review" is that for the month of September. On

the title page is a reproduction of a photograph

of the fine statue, by Raggi, of Sir Thomas

Jackson, erected in Hongkong.

AT Shanghai the other day, John Sullivan, in

the employ of Messrs. Heath & Co., and

should be accompanied by the Writer's Name and

Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

THE French Mail of the 13th August was de-

livered in London on the 14th inst.

TELEGRAMS.

[Readers.]

The Trouble in Morocco.

GERMAN DEMANDS AND OBJECTIONS.

London, 22nd September.

It is semi-officially stated in Paris, that it is still believed the Morocco negotiations will lead to an understanding; but owing to the German demands and objections, especially in reference to policing the frontier, and financial arrangements, an agreement is not so imminent as was anticipated.

Russia and Manchuria.

PARTIAL EVACUATION ONLY!

Later.

It is stated in St. Petersburg that Manchuria will only be partially evacuated, and that several army corps will be left on the Chinese frontier.

Chinese on the Bank.

REPATRIATION OF CRIMINALS.

Lord Selborne is touring in the Transvaal, and in receiving a deputation from the Boers, he declared that the majority of the Chinese immigrants were peaceable, and that the Government was now empowered to repatriate criminals. He pointed out, however, that the repatriation of all the Chinese would result in the shutting down of one-third of the mines in the Rand.

Russian Finland.

The Russian forces in Finland are being considerably increased.

Another Russian Move.

ACTIVITY TOWARDS PERSIA.

23rd September.

It is stated in military circles in St. Petersburg that the troops in Turkestan will shortly be strongly reinforced.

Russian activity towards Persia is increasing.

THE "MIKASA".

The *Japan Daily Mail* of the 14th instant says:—"It is expected that the *Mikasa*, will easily be saved." When it was recognised that the flames could not be subdued an attempt was made to beach the vessel, but before this could be accomplished the explosion took place and she took the bottom. The place, however, is shallow, and her coaling-tower, bridge, and funnels are above water. Admiral Togo seems to have been on board at the time, but he escaped without injury. The present theory about the origin of the fire is that it was connected with the electrical apparatus. It is pointed out that the ship having only two masts, the main-mast would be that astern, and this mast is in the immediate vicinity of the after-magazine. The *Chuo Shimbun* has a telegram saying that the hole blown by the explosion is under the heavy armour-plating and that the ship lies on an even keel in 13 fathoms of water. The greatest commiseration is felt with the victims of the disaster and with the Navy in general. Such an accident, immediately after the conclusion of the war, is most unhappy. The statement that Admiral Togo was on board at the time is not confirmed.

AN ONLOOKER'S ACCOUNT.

The *Muscat* publishes the following account of the disaster by a person who witnessed it from the shore:—Soon after midnight on the 11th a loud explosion was heard, and the atmosphere seemed to fill with smoke and flame. We thronged down to the sea, but, as the Naval Station was closed to the public, we could not approach the scene. Apparently, the explosion had taken place in a magazine at the vessel's stern, for that part of the *Mikasa* was entirely covered by smoke, from which flames darted out now and then like flashes of lightning. Commander Ijichi, of the *Mikasa*, was seen standing on her bridge, evidently making the greatest efforts to subdue the fire, while all the warships in the port were sending boats to her aid. At the same time, the vessels all concentrated their searchlights on the burning warship, so that the scene was as light as in the daytime. The boats could, however, render little assistance, as the smoke was so thick. At about 2 a.m. there was another explosion and the vessel sank. On this occasion the explosion was so severe that a warship which was lying near was damaged and a policeman in a boat was buried in the sea. The *Mikasa* is now resting on the bottom, but as the water is very shallow in this part the hull is visible, and even at high tide the water is only about two feet deep on the deck. The vessel can be refloated easily, and there is no doubt that she will be fit for service again when repairs have been effected.

The Japanese papers express deep sorrow at the catastrophe to the noble *Mikasa*, but some consolation is found in the fortunate safety of Japan's great Admiral. The *Times*, in particular, declares that Admiral Togo's escape is a matter to be rejoiced over in the midst of the painful national misfortune. The *Nichi Nichi* deplores the loss of a glory-covered battleship, which, if spared to posterity would have always remained the most inspiring memento of the Russo-Japanese war. In this lamentation our Japanese contemporaries seem to be somewhat premature. There is every reason to hope that the *Mikasa* will be successfully repaired and will once more take her proud position in the Navy of Japan.

The *Japan Times* reports a naval officer as saying that the damage to the *Mikasa*, being limited to the magazine, the task of repairing her will not be very difficult, especially as she is built in a naval port, where every facility exists for carrying out such work. With sufficient time the repairing capacity of the vessel will not be much impeded.

DEATH OF MR. CLAUDE LEYKUM.

It is with sincere regret that we record the death of Mr. Claude Leykum which occurred after a long and distressing illness, at Penang, on the 14th inst. The deceased, who was only 28 years of age, was well-known in Hongkong where he resided with his mother and sister for many years. After severing his connection with the reporter staff of this journal, where his services were much appreciated, two years ago he left for the Straits Settlements to manage a tin-mine in Perak. A year or so back he came to Hongkong for a short holiday, but on his return to the Straits his health began to fail, and six months ago he broke down entirely. An effort was made to bring him to Hongkong, but it was found impossible to get him further than Penang. The deceased was a member of the old Field Battery in this Colony, and accompanied the Coronation contingent to England a few years back. He was also a prominent member of the Navy League and when he went to London as secretary to Kang Yu Wei, the celebrated Chinese reformer, he had a long chat with Lord Charles Beresford. He was fond of sport and took some part in racing in the Straits where he was very popular. We extend our deepest sympathy to Mrs. Leykum, the loss of her only son, also to Mrs. R. Peach her only daughter.

THE BENCH AND THE BAR.

DRINK QUESTION IN COURT.

It is not often that the Magistrates have such an array of bar frequenters before them as that which paraded at the police court this morning. The collection had been gathered together since Saturday. The first interloper to face Mr. Hazelton was Charles Jones, a gunner, who was charged with behaving in a riotous and disorderly manner in Ship Street on the 24th inst. and also with assaulting J. G. McKay at the same time and place. He pleaded guilty to both charges. The magistrate said defendant's officer gave him a good character, which he would take into consideration. He fined him \$2 or 7 days' hard labour on the first charge and \$4 or 7 days' on the second charge.

"This is the third time you've been before me," said His Worship to John Bell, an unemployed seaman, when the latter faced the Bench. "I haven't done nothing at all," observed the accused, "so I should not be here this time." It was proved that he was very noisy and disorderly, and tried to strike P.C. Glendinning. He was fined \$10 or one month. Alexander Tweedie and Thomas Baldwinson, stokers, H.M.S. *Iphigenia*, were next charged with behaving in a riotous and disorderly manner in a shop, No. 18, Queen's Road Central, on the 23rd inst. The first defendant was also charged with assaulting Chan Chau, shop-cooker, at the same time and place. Inspector Gourlay said that defendants went to the shop at 8 p.m. and there behaved in a very disorderly manner, and hit complainant on the head. Complainant said the men came to the shop and when he asked them what they wanted they abused him, knocked the things about, and then the first man hit him over the eye. He then called the police and gave them in charge. First defendant said he was never in the shop at all. Sergeant Gordon spoke as to the identity of the men whom he arrested at the shop door; there were no other sailors about. The men had nothing to say. Mr. Hazelton fined the first defendant \$7 or 21 days' hard labour, and the second \$2 or seven days.

George Steele, clerk, Queen's Road Central, made his second appearance before Mr. Hazelton on the charge of being drunk and incapable. He admitted the charge and his previous appearance, and said he hoped to receive money from the United States on the s.s. *Mongolia* to-morrow and if he got it he was going straight home on the next steamer. He had no money now, but thought he could get \$5 or \$10, but not more. He was fined \$5 or seven days.

Anbun Warren, seaman on the s.s. *Andromeda*, charged with being drunk and incapable in the public streets on the 24th inst., pleaded guilty and said it was the first drink he had had for a long time and "I made his head feel awful bad," but he'd promise never to touch a drop again. His Worship: Yes, I know; I've heard those promises before; try and keep yours. Meaning pay a fine of \$2 or go to gaol for seven days. Fine paid.

Another batch of the Frenchcruiser *Guchon*'s men started out to paint the town red. It cost them \$2 or 7 days' each.

Joseph Bourne, seaman on board the sailing vessel *Cumberland*, was charged with behaving in a disorderly manner on board the vessel and also with disobeying the orders of the Captain. Captain Lancastor Dickson said the defendant was behaving in a very disorderly manner on board, interfering with the crew and preventing them from doing their work. Witness ordered him to go to his bunk and keep quiet, but he refused to obey, and continued to behave in a very disorderly manner. He was also in the habit of going ashore when leave was refused him. Witness was obliged to have him arrested. Defendant said he was drunk and did not remember anything about it. On the first charge he was fined \$5 or 14 days' hard labour, and on the second he was sent to three weeks' hard labour without the option of a fine, the sentence to run consecutively. Defendant was to be placed on board the ship in the event of her sailing before the expiration of the sentence.

A TELEGRAM to the *Calcutta Independent*, dated Calcutta, Aug. 16th says that the Calcutta police have arrested a gang of forgers of Government currency promissory notes. The operations extend over ten years and the members have amassed great wealth. Eleven men are in custody, some of high social standing in native circles. One of the accused has made a sensational statement incriminating his accomplices.

THE HONGKONG TELEGRAPH, MONDAY SEPTEMBER 25, 1905.

FANCY SALE.

AT THE ITALIAN CONVENT.

This afternoon the sale advertised to take place at the Italian Convent, 28 Caine Road, commenced at two o'clock and, should any of the work be left, will be continued to-morrow. All the articles, with the exception of a few toys, are entirely the work of the girls of the Convent, under the excellent training and supervision of the Sisters, and testify to the remarkable pains-taking care bestowed upon them. The materials used are more dainty and delicate and the workmanship excellent, comparing most favourably with the choicest specimens of lace and embroidery, coming out of Europe, or even China and Japan, the home of this sort of work. This result is the more remarkable when we mention that the articles now on sale are the work of girls whose ages range from four to fourteen, and whose only training has been that given so patiently by the Sisters themselves. Among the many beautiful specimens of work are, to be seen, children's frocks on which the delicate lace furnishings are truly of spider-web wort, which, almost incredible as it seems, is the work of such small hands. The rooms in the Convent laid out with this work must appear a veritable Paradise to the gentler sex, for besides the children's frocks and underlinen, are all kinds of articles for ladies, from robes de toilet to tea gowns, collars, and dress-pieces, trimmings and embroideries, quantities of beautiful *serpilliere*, doyleys and centre-pieces, white hand-made cushions, chair-backs, footstool covers, and slippers are very much in evidence. There too, are most elaborate suites of pyjamas for the sterner sex made up with white silk embroideries, almost too dainty for the purposes for which they are intended. But what strikes one, as even more remarkable than the beauty and taste of the numerous articles displayed is the extremely low figure at which they are priced.

To show how much this institution deserves the patronage of the public we may mention that in the Italian Convent at this time are some five hundred women and children, all of whom have to be housed, clothed and fed, as well as taught, for even the women are taught work of various sorts by the good Sisters. This is the average number for which they are responsible. In this community within walls are to be found maimed, lame, halt, blind, deformed, insane, and helpless females of all ages, the majority of whom are orphans. Standing in a corridor one sees rows of girls, seated with the pillows on which the bobbins hang before them, and even, as one looks one sees the threads take form and shape, and another few inches of delicate lace is the result. Some of these girls are but little more than babies, yet they can do their share, and proudly hold up their handiwork for the inspection of visitors, while, smiling their delight at a word of commendation. None are refused admission here, and thus are to be found within the building orphans of nearly every nationality, and thus the responsibility is an ever-increasing burden on the shoulders of the hard working, though ever patient and gentle Sisters, the months end oftentimes finding them in a difficulty to make ends meet. And now comes an opportunity for the charitably inclined to flock to the Convent not only to purchase the work offered for sale, but to place orders with the Sisters for their household requirements; for, they are ready to undertake, at short notice, all kinds of work, personal or domestic, and this they do with an exquisite taste and finish, at prices but little more than half the ruling market rates. Aside from the purpose of disposing of the articles now offered for sale, the Sisters have another object in view, and that is to let the visitors see for themselves specimens of the work they are able to undertake, as well as the girls doing such work before them. Half an hour's visit of inspection to the Convent will suffice to convince one and all that this institution is deserving of a full measure of public support from all who are able to extend it. We may mention that if any goods are left on Wednesday, the second \$2 or 21 days' hard labour, and the second \$2 or seven days.

George Steele, clerk, Queen's Road Central, made his second appearance before Mr. Hazelton on the charge of being drunk and incapable in the public streets on the 24th inst., pleaded guilty and said it was the first drink he had had for a long time and "I made his head feel awful bad," but he'd promise never to touch a drop again. His Worship: Yes, I know; I've heard those promises before; try and keep yours. Meaning pay a fine of \$2 or go to gaol for seven days. Fine paid.

Another batch of the Frenchcruiser *Guchon*'s men started out to paint the town red. It cost them \$2 or 7 days' each.

Joseph Bourne, seaman on board the sailing vessel *Cumberland*, was charged with behaving in a disorderly manner on board the vessel and also with disobeying the orders of the Captain. Captain Lancastor Dickson said the defendant was behaving in a very disorderly manner on board, interfering with the crew and preventing them from doing their work. Witness ordered him to go to his bunk and keep quiet, but he refused to obey, and continued to behave in a very disorderly manner. He was also in the habit of going ashore when leave was refused him. Witness was obliged to have him arrested. Defendant said he was drunk and did not remember anything about it. On the first charge he was fined \$5 or 14 days' hard labour, and on the second he was sent to three weeks' hard labour without the option of a fine, the sentence to run consecutively. Defendant was to be placed on board the ship in the event of her sailing before the expiration of the sentence.

A TELEGRAM to the *Calcutta Independent*, dated Calcutta, Aug. 16th says that the Calcutta police have arrested a gang of forgers of Government currency promissory notes. The operations extend over ten years and the members have amassed great wealth. Eleven men are in custody, some of high social standing in native circles. One of the accused has made a sensational statement incriminating his accomplices.

THE HONGKONG TELEGRAPH, MONDAY SEPTEMBER 25, 1905.

A SCHOOLGIRL'S DEATH.

ALLEGED SUICIDE.

Great consternation was felt among the inmates of the Victoria Orphanage at Kowloon, when it became known that Lai Kam Tuk, a pupil living in the establishment, a girl 18 years of age, had committed suicide by hanging herself to one of the rails at the side of the house. Sergeant Blackman was passing the place on Saturday morning, and noticed the body, and quickly gave the alarm. He had it at once cut down, but life was found to be extinct. No reason is at present known for this mysterious act of a girl so young, but at the inquest, which will probably be held, some light may be thrown on the subject.

COMMERCIAL.

Advices from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Business done direct—Farham, Boyd's at Tls. 148/147 for September. Langkawi at Tls. 230 for September, at Tls. 232 for October, at Tls. 235/236/240/241/235/237 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Business done direct—Farham, Boyd's at Tls. 148/147 for September. Langkawi at Tls. 230 for September, at Tls. 232 for October, at Tls. 235/236/240/241/235/237 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for September. Farham, Boyd's at Tls. 142 for September. Shanghai Lands at Tls. 122. Internationals at Tls. 44. Ewos at Tls. 52 for September. Langkawi at Tls. 230 cash, at Tls. 210 for September, at Tls. 230 for October, at Tls. 237/238 for December.

Advice from Shanghai, dated 21st inst., Business reported:—North China at Tls. 80; Shanghai and Hongkong Wharf at Tls. 185 for

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	19th September.
GLASGOW and LIVERPOOL	"CHINGWO"	2nd October.
GLASGOW and LIVERPOOL	"KINTUCK"	10th
GLASGOW and LIVERPOOL	"CALCHAS"	17th
GLASGOW and LIVERPOOL	"DEUCALION"	24th
GLASGOW and LIVERPOOL	"MENELAUS"	31st
GLASGOW and LIVERPOOL	"PINGSUEY"	31st
GLASGOW and LIVERPOOL	"HECTOR"	6th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	14th

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	7th October.
"GENOA, MARSELLES & L'POOL	"AGAMEMNON"	20th
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
"GENOA, MARSELLES & L'POOL	"CHINGWO"	20th
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	28th

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, <i>via</i>	"TYDEUS"	1st October.
NAGASAKI, KOBE AND YOKOHAMA	"PINGSUEY"	1st November.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	24th October.
For Freight, apply to	"MACHAON"	3rd November.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th September, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
VOKOHAMA and KOBE	"CHINGTU"	16th September.
MANILA	"TAMING"	16th
CEBU and ILOILO	"SUNGKUANG"	30th
SWATOW, CHFOO, NEWCHWANG and TIENTSIN	"OHIELI"	1st October.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th September, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisines—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 30th Sept. at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Oct. at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 23rd September, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

"ALSTON".....About 20th October.

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

COAL MERCHANTS AND STEVEDORES,
48, Des Voeux Road.

AS always in hand, all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elam's Dupliator.

Hongkong, 23rd February, 1905.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1905.

Shipping Steamers.

HONGKONG-MACAO LINE.

S.S. "WINGKUNG".

Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on

Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 3.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return, Ticket, \$5; and Class, \$1; 3rd Class, 10 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single

Tickets, \$1; Return, \$2; 3rd Class, Single, 30 cents.

Breakfast, Tea and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a

Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to

return on the following day (Monday) on produc-

tion of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

(MING-ON S. CO., LTD.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905.

14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey ... \$4

Mosls \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S. CO., LTD., and

YUEN ON S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

17

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" 3rd October, 1905.

"SIKH" 26th October, "

"WRAY CASTLE" to follow.

For Freight and further information, apply to

DUDWELL & CO., LIMITED.

Agents.

Hongkong, 20th September, 1905.

18

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship

On

SINGAPORE, PENANG & CALCUTTA, "NAMSANG" TUESDAY, 26th Sept., Noon.

TIENTSIN via SWATOW & CIEFOO, "ESANG" TUESDAY, 26th Sept., 3 P.M.

MANILA "YUEN SANG" FRIDAY, 29th Sept., 4 P.M.

SHANGHAI "KWONGSANG" MONDAY, 2nd Oct., 3 P.M.

SINGAPORE, SRABAYA & SAMARANG, "FOOSHING" WEDNESDAY, 4th Oct., 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

PIRATES OF THE ARCTIC REGION.

TWO YEARS SOLITUDE.

Mr. A. Fiala, the leader of the American Ziegler North Polar expedition, on landing at Hull en route to the United States, was interviewed and gave an account of the great hardships experienced and the welcome relief by the *Terra Nova*.

Although Mr. Fiala frankly admitted that the expedition had been another in the long list of Polar failures, they had brought back data which should prove of scientific value, and had explored and surveyed the Archipelago from Crown Prince Rudolf Land to Cape Flora, discovering four new channels and three large islands. The result will be a new map of this portion of the North Polar regions.

The *America*, with the Ziegler Polar expedition on board, left Vardo on July 19, 1903, and on reaching Novaya Zembla were imprisoned in the ice for four days. On the end of August we reached Tepitz Bay, Crown Prince Rudolf Island, the most northern harbour in Franz Josef land, which formed the base camp of the expedition during the whole of its stay in the Arctic, and was named Cape Abruzzi in honour of the Italian explorer.

SHIP BLOWN ADRI.

"On 22 Oct., in the darkness of the Arctic night, the ship first narrowly escaped destruction, with over half the party aboard. During a heavy gale the *America*, which was less than a mile from our land headquarters, mysteriously disappeared. We found that she had been blown adrift, with her mooring lines entangled in her propeller. Three days later she returned, having lost her large anchor and chain.

"The ship then froze in, and seemed safe enough to all of us, but on 12 Nov. the ice pressure became so great that the ship was damaged, but to what extent we could not tell. Early in the morning of 21 Nov. we were awakened by the crashing and thunder of the ice in motion, great pressure ridges forming around the *America* like voracious beasts, and tearing our stern and penetrating her side, while tons of ice demolished her rudder and crashed on deck. She was soon a wreck, and in a sinking condition, the rising water having extinguished her fires.

"There was nothing for it but to abandon the vessel, and, as we did so, a final pressure raised her high on the ice. The house ashore was then enlarged with the wreckage from the ship, so as to accommodate the entire party of 39 men and supplies.

SLEDGES SMASHED TO PIECE.

"On 2 March the first sledge party left, and was storm-bound for a number of days at Cape Fligely, being obliged to return owing to the injuries sustained by several of the men, and also in order to repair equipments. The second party left Tepitz Bay on 25 March, and crossed the glacial ice to Cape Fligely, whence it descended to the sea ice.

"The ice conditions were frightful, and nearly every one of the sledges was hopelessly smashed, making it absolutely necessary, if the equipment was to be saved for another attempt in the following year, that the party should return to Camp Abruzzi. Though this column only reached a comparatively short distance from land, all the way had to be cut with ice axes, and it now became clear that it was useless to attempt to get further north during the spring of 1904.

"Leaving a small company of volunteers at Camp Abruzzi to stay through another winter for the purposes of a further attempt north in 1905, I conducted a party composed of 25 men, 16 pony sledges, and eight dog teams and sledges to Cape Flora, there to await the relief ship.

PONIES DIE OF GLANDERS.

"The journey to Cape Flora occupied 16 days, our party arriving there on 16 May, 1904. Our worst experience on this trip, and one that, combined with the loss of our ship, saddened all of us, was an outbreak of glanders among our ponies, the spread of which rendered their destruction necessary at Cape Flora, and on our arrival at that point we were compelled to kill all our faithful little ponies except two.

"From 16 May to 10 Sept. we kept a ceaseless watch for the relief ship, by which date we had to face the fact that relief was hopeless, and that all of us would be compelled to spend a second winter in the Arctic.

"All hope of relief having been given up, and all arrangements having been made for the provision of the party at Cape Flora, I prepared to return to Cape Abruzzi for the further attempt to reach to pole in 1905. Accompanied by Mr. W. J. Peters, the second in command, and a small sledge party, we reached Cape Abruzzi by moonlight on 20 Nov., 1904, having been marching from Cape Flora since 19 Sept.

CROSSING BROKEN ICE IN THE DARK.

"This was a dangerous and eventful trip, for a large portion of the way had to be traversed in the darkness. A stop was made on the way at Camp Ziegler, Alger Islands, where we left two of the party, one whose toes had been frost bitten and the other to keep his company.

"This trip will never be forgotten by any of us; particularly the latter part of the journey, where the rough channel had to be crossed in dense darkness. Time and time again men and dogs would fall into holes and crevices in the ice or run up against great walls of ice, the leading men going ahead without being able to see any possible foothold.

"Early in July a party of six men with dog sledges, and boats, was dispatched to Cape Dillon to keep a look-out for the relief ship, and to procure water, in view of its possible non-arrival. On the afternoon of Sunday, 30 July, the Cape Dillon party returned over the channel ice to Camp Ziegler, and brought the good news that the relief ship had arrived off Cape Dillon.

RELIEF AT LAST.

"At the time I had gone a short distance from camp to a large water hole in the ice with Seaman Mayer, where we were launching a canoe. A dense fog covered the landscape, and the first intimation we had of something unusual was the notes of a bugle sounding the recall. I hurriedly returned to camp, and found all the men with their faces wreathed in smiles.

"We now got ready for our last sledge trip, as about 20 miles of rather rotten ice had to be traversed before we could get on board. On our march towards Cape Dillon, while crossing a lead in the ice, the fog lifted, and in the haze ahead of us we could see a large party with two sledges. On our near approach we found this to be Mr. Chapman with some of the relief party.

"The warmth of our greetings after being away from the world for two long years can be better imagined than described."

Shipping.

Arrivals.

Kweiyang, Br. s.s. 1,605, W. O. Jones, 23rd Sept.—Shanghai 19th Sept., Gen.—B. & S.
Andres Rickmers, Ger. s.s. 1,022, H. Kohn, 23rd Sept.—Bangkok 15th Sept., Rice and Wood.—B. & S.
Calithess, Br. s.s. 2,222, W. Atkinson, 23rd Sept.—Bombay 6th Sept., Cotton—N. Y. K.
Prinz Waldemar, Ger. s.s. 3,327, C. Woltemas, 24th Sept.—Sydney 2nd Sept., Gen.—M. & Co.
Alisacraig, Br. s.s. 2,166, A. Moody, 24th Sept.—Moj 18th Sept., Coal—M. B. K.
Antenor, Br. s.s. 3,563, R. W. Williams, 24th Sept.—Shanghai 21st Sept., Gen.—B. & S.
Mongolia, Am. s.s. 7,570, W. P. S. Porter, 25th Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.
Nicomedia, Ger. s.s. 4,372, P. Wagnmann, 17th Sept.—Portland, Or. 17th August, Gen.—F. & A. S. Co.
Palauhong, Br. s.s. 2,107, T. P. Babb, 22nd Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.
Radoorahore, Br. s.s. 1,886, J. M. P. Haffair, 22nd Sept.—Moj 17th Sept., Coal—S. T. & Co.
Dundas, Br. s.s. 1,954, H. G. Case, 25th Sept., Calcutta 10th Sept., Coal—D. & Co., Ltd.
Arratoon Apcar, Br. s.s. 2,931, E. Fey, 25th Sept.—Calcutta 9th Sept., Penang and Singapore 10th Sept., Gen.—D. & Co., Ltd.
Borussia, Ger. s.s. 4,272, Ph. Hahn, 25th Sept.—Hamburg 12th Aug., Gen.—H. A. L.
Cambyses, Br. s.s. 2,045, Simmons, 25th Sept.—Cheribon, (Java) 16th Sept., Sugar—Order.
Raleigh, U.S. cruiser, 3,213, Baker, 25th Sept.—Chefoo 20th Sept.
Hanoi, Fr. s.s. 739, P. N. Merlees, 25th Sept.—Haiphong and Hoihow 24th Sept., Gen.—A. R. M.
E-Sang, Br. s.s. 1,127, L. D. Muir, 25th Sept.—Canton 24th Sept., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Clarke, John, for Chefoo.
Pronto, for Haiphong.
Toonan, for Shanghai.
Antenor, for Singapore.
Hatching, for Swatow.
Euung, for Swatow.
Scandia, for Singapore.
Yachow, for Shanghai.
Slam, for Tientsin.
Parkan, for Tientsin.
Cambyses, for Kobe.
Persia, for Manila.
Kowloon, for Tientsin.
Palamcotta, for Amoy.
Chingtu, for Yokohama.

Departures.

Sept. 24.
Katunga, for Kutchinotu.
Duljin Maru, for Swatow.
Houngsun, for Swatow.
Hensuun, for Nagasaki.
Tifupan, for Shanghai.
Scandia, for Singapore.
Sept. 25.
Pronto, for Haiphong.
Hatching, for Swatow.
Changch, for Australian Ports.
Chingtu, for Japan.
Antenor, for Singapore.
Lita, for Shanghai.
Deraut, for Saigon.
Benglo, for Kohchang.
Toonan, for Shanghai.
Kweiyang, for Tientsin.

Passengers arrived.

Per Yutang, from Manlia—Messrs. R. C. Redmayne and C. Smith.
Per Prinz Waldemar, from Sydney—Mr. A. P. Bowes, Mrs. Bowes, Messrs. F. H. Carr, Carr, Gimbel and H. O. Jouet.
Per Aratoon Apcar, from Calcutta, &c.—Mr. and Mrs. Hale and child, Miss Hale, Mr. Bonnard, Mr. and Mrs. Kellmann, Messrs. Poey Nan Lok and family, Moy Kin Sek, Mrs. Fey, and 747 Chinese.

Per Mongolia, from San Francisco—Mrs. H. Adamson, Miss Adamson, Master Adamson, Messrs. H. Cuzner, J. Dow, A. C. Dunlop, H. D. Everett, M. and Mrs. A. J. Francis, Mr. D. M. Kirby, Rev. and Mrs. W. W. Marshall, Master Marshall, Misses A. M. Mayoay, Mr. McCord, S. McLaughlin, C. Morris, J. Marpin, M. Murphy, Mrs. G. S. Noble, M. A. Cowers, J. Quadras, A. M. and M. Schweritz, E. J. Shipman, Mrs. C. Silverstone, Mrs. C. G. Smith, St. Stewart, Mr. and Mrs. W. J. Swart, Rev. A. Taylor, Miss B. Tenant, Mrs. M. L. Thompson, Miss H. Thompson, and Mr. G. R. Boles. From Yokohama—Mr. H. Smith, Mrs. J. Luby, Miss Trainham, Miss M. Chambers and amah, Rev. and Mrs. Roach and servant, Master C. and Mrs. Grimes, Mr. and Mrs. A. Cheek, Miss Cheek, Master Cheek, Mr. and Mrs. J. P. Sison, and Master Sison. From Kobe—Mr. and Mrs. A. W. Aldis, Misses Aides (2), Mr. L. Appleby, and Consul General Volpicelli. From Shanghai—Mr. and Mrs. Moorhead, Master Moorhead, Rev. G. I. Bondfield, Messrs. J. R. Huston, G. C. Arnold, 202 Chinese, and 9 Japanese.

Passengers departed.

Per Zafiro, for Manila—Mrs. C. A. Williams, Messrs. J. B. Bouteille, D. D. Mackie, R. E. Humphreys, Barry Baldwin, Shintaro Fukuchi, Hideto Itoh and C. H. Hale.

Per Minnesota, for Seattle, &c.—Mrs. and Miss B. we, Mr. J. Anderson, Lieut. M. Laclau, Mr. C. May, Mrs. J. Hamilton Lewis, Miss F. Fathay, Mr. and Mrs. H. M. Pitt and 2 children, Messrs. Ellis Kadoorie, P. F. Whipple, J. W. Morris, Mrs. A. Stokes and infant, Mr. W. Ulton, Misses H. C. I. Childs, Montgomery, Mr. and Mrs. Wm. Dunbar, Messrs. R. K. Whiting, J. P. Kelcher, Mr. and Mrs. H. L. Stevens, Mrs. Chas. H. Barr and child, Judge and Mrs. W. S. Giffen, Miss B. Shiff, Mrs. M. Harvey, Mrs. Best, Mr. and Mrs. Duncan Clarke, Master Clarke, Mr. Gray Donald, Mr. and Mrs. Conrow, Mr. T. W. Grattier, Mrs. Rock and a child, and H. E. Chan Tang Shang.

Shipping Report.

Sir. Andres Rickmers from Bangkok—Strong NE, monsoon.

Sir. Antenor from Shanghai—Moderate NE, winds, fine clear weather.

Sir. Yutang from Manila—Fresh to moderate Ely winds and corresponding sea, cloudy weather.

Sir. Kweiyang from Shanghai—Strong monsoon weather, and moderate sea. Passed fishing boat bottom up off Nankin Island.

Vessels in Port.

STEAMERS.

Anglin, Ger. s.s. 1,021, D. Reimers, 18th Sept.—Bangkok 11th Sept., Rice and Wood.—B. & S.

Arctida, Ger. s.s. 5,144, G. Schmidt, 10th Sept.—Moj 13th Sept., Ballast—H. A. L.

Bouton, Fr. s.s. 997, C. Bisco, 11th Sept.—Saigon 10th Sept., Gen. Wo Fa.

Carl Mennell, Ger. s.s. 1,04, G. Command, 1st Sept.—Moj 16th Sept., Coal—E. A. T. Co.

Chowia, Ger. s.s. 1,015, F. Silesien, 16th Sept.—Bangkok 9th Sept., Rice and Gen.—B. & S.

Clavinger, Br. s.s. 2,154, D. Barton, 6th Sept.—Salina Cruz 31st Aug., Ballast—C. G. S. S. Co.

Fouah, Br. s.s. 1,423, T. Arthur, 22nd Sept.—Java 12th Sept., Sugar—J. M. & Co.

Katherine Park, Br. s.s. 8,075, W. H. Capp, 21st Sept.—Durban 21st Aug., Gen.—G. L. & Co.

Calithess, Br. s.s. 2,222, W. Atkinson, 23rd Sept.—Bombay 6th Sept., Cotton—N. Y. V.

Keong Wai, Ger. s.s. 1,115, F. Kohler, 16th Sept.—Swatow 15th Sept., Rice—B. & S.

Nam Sang, Br. s.s. 2,591, Gen. Payne, 21st Sept.—Calcutta 9th Sept., via Penang and Singapore 10th Sept., Gen.—J. M. & Co.

Nicomedia, Ger. s.s. 4,372, P. Wagnmann, 17th Sept.—Portland, Or. 17th August, Gen.—F. & A. S. Co.

Calithess, Br. s.s. 2,222, W. Atkinson, 23rd Sept.—Bombay 6th Sept., Cotton—N. Y. V.

Prinz Waldemar, Ger. s.s. 3,327, C. Woltemas, 24th Sept.—Sydney 2nd Sept., Gen.—M. & Co.

Alisacraig, Br. s.s. 2,166, A. Moody, 24th Sept.—Moj 18th Sept., Coal—M. B. K.

Antenor, Br. s.s. 3,563, R. W. Williams, 24th Sept.—Shanghai 21st Sept., Gen.—B. & S.

Mongolia, Am. s.s. 7,570, W. P. S. Porter, 25th Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.

Palauhong, Br. s.s. 2,107, T. P. Babb, 22nd Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.

Radoorahore, Br. s.s. 1,886, J. M. P. Haffair, 22nd Sept.—Moj 17th Sept., Coal—S. T. & Co.

Dundas, Br. s.s. 1,954, H. G. Case, 25th Sept., Calcutta 10th Sept., Coal—D. & Co., Ltd.

Arratoon Apcar, Br. s.s. 2,931, E. Fey, 25th Sept.—Calcutta 9th Sept., Penang and Singapore 10th Sept., Gen.—D. & Co., Ltd.

Borussia, Ger. s.s. 4,272, Ph. Hahn, 25th Sept.—Hamburg 12th Aug., Gen.—H. A. L.

Cambyses, Br. s.s. 2,045, Simmons, 25th Sept.—Cheribon, (Java) 16th Sept., Sugar—Order.

Raleigh, U.S. cruiser, 3,213, Baker, 25th Sept.—Chefoo 20th Sept.

Hanoi, Fr. s.s. 739, P. N. Merlees, 25th Sept.—Haiphong 24th Sept., Gen.—A. R. M.

E-Sang, Br. s.s. 1,127, L. D. Muir, 25th Sept.—Canton 24th Sept., Gen.—J. M. & Co.

Prinz Waldemar, Ger. s.s. 3,327, C. Woltemas, 24th Sept.—Sydney 2nd Sept., Gen.—M. & Co.

Alisacraig, Br. s.s. 2,166, A. Moody, 24th Sept.—Moj 18th Sept., Coal—M. B. K.

Antenor, Br. s.s. 3,563, R. W. Williams, 24th Sept.—Shanghai 21st Sept., Gen.—B. & S.

Mongolia, Am. s.s. 7,570, W. P. S. Porter, 25th Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.

Palauhong, Br. s.s. 2,107, T. P. Babb, 22nd Sept.—Rangoon via Penang and Singapore 8th Sept., Gen.—J. M. & Co.

Radoorahore, Br. s.s. 1,886, J. M. P. Haffair, 22nd Sept.—Moj 17th Sept., Coal—S. T. & Co.

Dundas, Br. s.s. 1,954, H. G. Case, 25th Sept., Calcutta 10th Sept., Coal—D. & Co., Ltd.

Arratoon Apcar, Br. s.s. 2,931, E. Fey, 25th Sept.—Calcutta

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched, for MARSEILLES on TUESDAY, the 3rd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. CALEDONIEN, 17th October.

S.S. OCEANIEN, 31st October.

S.S. SALAZIE, 14th November.

G. DE CHAMPEAUX,

Agent

Hongkong, 20th September, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, via COLOMBO, on SATURDAY, the 7th October, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 23rd September, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ... 9,606 E. V. Roberts 14th Oct.
Hyades ... 3,733 Geo. Wright 11th Nov.
Tremont ... 9,606 T. W. Garlick 24th Nov.
Lyra ... 4,417 G. V. Williams 9th Dec.
Pleiades ... 3,753 F.G. Purington 29th Dec.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 21st September, 1905.

To Let.

SHOP TO LET.

IN
QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession November 1st.

For Particulars, apply to

W. BREWER & CO.

Hongkong, 23rd September, 1905. [921]

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 6th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co. Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
POLO Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905. [169]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
TOWN.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.

FOREST LODGE, Caine Road.

Apply to—
H. N. MODY.

Hongkong, 4th May, 1905. [537]

TO LET.

NO. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large
Rooms also Bath Rooms and Fine
Verandah. Spacious Gardens attached.

Apply to—
A. A. DA ROZA,
20, Connaught Road.

Hongkong, 15th September, 1905. [934]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [1627]

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINELAMPS
OF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

Telephone 55-5555.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 55-5555.

AMATEUR WORK

HONGKONG, 100 METRE ROAD.

DARFIELD & CO., LTD.

Telephone 55-5555.

William Powell, Limited.

Telephone 55-5555.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to mid-day alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	OPENING QUOTATION AT PRESENT QUOTATION.	CLOSING QUOTATION.
HONGKONG & SHANGHAI BANKING CORPORATION	80,000	\$125	\$125	\$1,000,000 \$2,500,000 \$3,000,000	\$1,700,728	1/- 15/- Q exchange 1/10= \$18.66.67 for first half-year 1905	1/-	1/-
NATIONAL BANK OF CHINA, LIMITED	99,925	\$7	\$5	\$200,000	\$41,768	\$1 (London 9/6) for 1903	5%	5%
MARINE INSURANCES	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5%	5%
CANTON INSURANCE OFFICE, LIMITED	14,000	\$83.33	\$25	\$200,000 \$214,000 \$234,000 \$235,000	Nil.	\$4 for year ended 30.6.1904	5%	5%
CHINA TRADERS' INSURANCE COMPANY, LIMITED	10,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,110	Interim of 7/6 1904	5%	5%
NORTH CHINA INSURANCE COMPANY, LIMITED	8,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$20,000	18,064	1/- for first half-year 1905	5%	5%
UNION INSURANCE SOCIETY OF CANTON, LIMITED	10,000	\$250	\$100	\$1,739 \$89,110 \$86,773	22,078,997	\$35 for 1903	5%	5%
YANGTSE INSURANCE ASSOCIATION, LIMITED	8,000	\$100	\$60	\$1,000,000 \$18,800	\$486,284	\$10 and \$3 special dividend for 1903	5%	5%
SHIPPING	20,000	\$100	\$20	\$1,000,000 \$2,421	58,832	\$5 dividend & \$1 bonus for 1904	5%	5%
CHINA FIRE INSURANCE COMPANY, LIMITED	8,000	\$250	\$50	\$1,000,000 \$1,205,000	5100,372	\$3 for 1904	5%	5%
HONGKONG FIRE INSURANCE COMPANY, LIMITED	8,000	\$250	\$50	\$1,000,000 \$1,205,000	18,064	\$1 for first half-year 1905	5%	5%
CHINA AND MANILA SHIPMANSHIP COMPANY, LIMITED	30,000	\$25	\$25	\$1,000,000 \$56,638	58,832	\$1 for 1904	5%	5%
DOUGLAS SHIPMANSHIP COMPANY, LIMITED	20,000	\$50	\$50	\$1,000,000 \$56,000	Nil.	\$3 for year ended 30.6.1905	5%	5%
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.	80,000	\$15	\$15	\$1,000,000 \$1,205,000	24,435	12/- @ 1/10= \$6.29.50 for 1904	5%	5%
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED	60,000	\$10	\$10	\$1,000,000 \$1,205,000	Tls. 43,762	Interim of Tls. 2 for 1905	5%	5%
SHANGHAI TUG AND LIGHTER COMPANY, LIMITED Do. (Preference)	200,000	Tls. 50	Tls. 50	\$100,				